



REPORT

OF THE

Proceedings of the Annual Meeting

OF THE

Territorial Grain Growers' Association.

Held at Indian Head, Assa., on Thursday and Friday,

December 4th and 5th.

Supplement to The West. Regina.



Report of the Proceedings of the Annual Meeting of the Territorial Grain Growers' Association.

The second annual meeting of the Territorial Grain Growers Association was held in the Town Hall, Indian Head, on Thursday and Friday. Although the opening day was cold and windy, yet there was a large attendance of delegates, many of whom had come great distances. The proceedings on Thursday morning were formal. The following credential committee, also to act as finance committee, was elected: M. Snow, P. Dayman and R. J. Phinn. The following were elected a committee to draw up resolutions to be submitted to the meeting: G. H. V. Bulyea, R. S. Lake, M. L. A., R. J. Phinn, W. R. Motherwell, Wm. Noble and E. A. Partridge.

W. R. Motherwell, president of the association, was chairman of the meeting on Thursday afternoon, and called upon Mr. Lake as chairman of the Resolution Committee, to make a report.

Mr. R. S. Lake, M. L. A., said the committee had decided to await the expressions of opinions by the delegates this afternoon, and then in the evening formulate resolutions based thereon to be submitted for discussion the next day.

The Chairman then said it was customary on occasions like the present for the President to read his address, and he would do so, but before doing so, he wished to make a few remarks in regard to the formation of the association last fall. About twelve months

ago, when they were all experiencing a great congestion of traffic, Mr. Millar, president of the local agricultural society, called a meeting to consider means of getting relief. He, the chairman, attended that meeting, and it ended in drafting a series of resolutions that were sent to the government, their representatives in parliament and the Northwest Assembly and others. Mr. Dayman suggested that the matter should not stop there, and suggested calling meetings at country points in order that the attention of the people might be aroused in regard to the difficulties ahead. For his own part, he did not then see that much could be done, not until he realized that the state of affairs would continue for a long time to come. It was then suggested there should be a permanent organization, and a meeting of farmers was called to consider the question. The meeting was held. It was attended by about fifty farmers, and there was great enthusiasm. It was noticed that the people of Moosomin had arranged a meeting for a few days after, and Senator Perley was delegated to go down and discuss the question with them at that meeting, and see if the proposal met with approval. It met with very enthusiastic approval. The result was that an organizer was appointed, and with the assistance of the Northwest government the association was

formed. He mentioned these facts for the benefit of those who had joined the association since those events. Mr. Motherwell then read the following address:

GENTLEMEN: I have the honor of submitting to you the second annual report of the Territorial Grain Growers' Association:

In doing so, permit me first to extend to you all a hearty welcome to Indian Head, joined with the hope that our meeting together may be mutually pleasurable and profitable.

While the year that has passed since last we met has been like its predecessor, one of unusual abundance to the western grain growers, it is regrettable to state that the same congested condition of the wheat market, with its attendant results, prevails at the present moment in an even more aggravated form than twelve months ago at the date of our organization.

This to some is discouraging, but to others who look back over the past and recall the time not far distant when track loading by producers was unheard of, when inspection at Fort William was largely a farce, when mixing and skinning grades was practiced without compunction, when elevator monopoly reigned supreme, and, indeed, when legislation, ensuring a fair measure of justice to the producer was unknown; when we compare all these unbearable conditions of yesterday with our privileges and rights of today, meagre though the opportunities for enjoying them may be, we are encouraged to press forward, believing that even greater freedom of marketing our produce and securing full value therefor, is almost within sight.

To my mind there never was greater need of organization among wheat growers than at the present time. The Manitoba Grain Act, even with its very apparent imperfections, provides for us a great deal of relief that is not enjoyed, by reason of the misconstruction, misinterpretation and complete ignoring of certain clauses by the railway companies to the detriment of the individual shipper and the advantage of the elevator and grain men. We refer more particularly to the distribution of cars as provided by S. 58, s.s. 2 of the amended Grain Act, the plain provisions of which are entirely disregarded at every shipping point, I believe, in the west. Now, legislation, as you are aware, will not bring redress, except in so far as it is enforced.

Upon whose shoulders, then, should fall the duty of enforcing those provisions of the Grain Act which, just to the extent they secure for us freedom of marketing and fair values, to the same extent do they remove from the grasp of the elevator men opportunities for gain (I shall not say ill-gotten) long enjoyed, and eagerly availed off?

We can scarcely expect the grain dealers or railway authorities to do this for us. Will the Warehouse Commissioner? Mr. Castle's duty as I see it is to administer all the provisions of the Grain Act without fear or favor from any quarter. Just to what extent he is to take heed to, or wink at, open violations or misinterpretations of the Grain Act, until formal sworn complaints are made is apparently not very well understood either by himself or the public. As matters stand at present, it would appear to devolve upon those who suffer

most to take the initiatory steps, by way of sworn complaint to the Warehousemen, as provided by the Act. So long however as this is left to the individual farmer to perform, for various reasons it stands small chance of being accomplished. And this is where the advantage of an organization may be made manifest.

It is the plain right and duty of such to see that the provisions of the Grain Act are enforced—first, by deputations, representations, interviews, etc., and then if these will not avail, to adopt more drastic measures. And we believe the time for such drastic measures has come, as the former has certainly not proven effective. This refers to the enforcement of the Grain Act. In contrast to this, however, our resolutions and suggestions of amendment to the Act and other matters have met with marked approval and adoption. I have only to mention our resolutions of last year referring to the loading platform, shipping by the Soo, an investigation by the Federal Government into the condition in which our wheat arrives on the British market, and others in evidence of this.

The growth of our organization since last we met, both numerically and in territory represented has been most satisfactory and will be dealt with more in detail by the reports of our Secretary and organizer. As to our future work, and methods of work, I beg to make the following recommendations:

(1) That more responsibilities and opportunities for activity be placed in hands of local associations.

(2) That the advisability of appointing a Corresponding Secretary be considered.

(3) That resolutions be passed asking for certain amendments to the Grain Act re distribution of cars, the right to load anywhere on sidings, the right of individual shippers to spot cars at either platform or elevators without same being charged up to said elevator in the distribution of cars, the duties of station agents regarding the keeping of car order book and distribution of cars, and the present method of inspection of wheat from "hospital" elevators.

(4) That the appointment of a general superintendent of the whole wheat trade be asked for, with offices outside of the grain exchange.

(5) That the Association send a deputation of three to Ottawa during the coming session of the Federal parliament to secure such amendments to the Grain Act as are deemed necessary by us in the interests of the producer, and further to see that such amendments are workable, simple and effective in securing the purpose desired.

I have not made any reference to my recent trip to Winnipeg in company with Mr. Dayman, leaving that to be covered by him as your representative in the city. I might say however in passing that while we attained our primary purpose—a study of the wheat question in its various phases—our efforts to secure any immediate relief were admittedly disappointing. Nor is this to be surprised at, when the situation is squarely reviewed. At the present moment the interests of the grain men and the producer are entirely antagonistic. Both are dependent upon the railways for the supply and distribution of cars, which is the key to the whole situation.

Every section of the Grain Act that could be construed to embarrass and discourage individual track loading has been so construed. It would appear that the forces at work to bring this about were greater than the forces at our control, hence the result. Under such conditions, deputations and moral suasion avail little.

Mr. Dayman having been unexpectedly recalled from Winnipeg owing to illness in his family, we then concluded that having exhausted all amicable means of getting a fair administration of the Grain Act, our only alternative was to make a test case in the courts, which we have done, the results of which are not yet known.

It must be apparent to every observing mind, that the present unsatisfactory and entirely inadequate facilities for marketing our wheat, with its attendant ills—depressed prices, poor weights and low grading cannot obtain much longer, without endangering that harmony that should exist between the various interests involved.

A general discussion then ensued.

Mr. E. A. Partridge, Sinaluta, said he thought it time the farmers did kick as \$100 a car was too much to lose. He was glad a case had been begun. He supposed it was the first time a superintendent had been served with a subpoena. Whatever the result of the case it would show that the railway must conform to the law same as anybody else. The only remark he wished to make was to show the attitude of public officials towards the farmers. When the information had been laid he was told to produce all evidence and get the proper witnesses summoned

and to present the case. That coming from a Government official whose duty it was to get up the case was somewhat cheeky. He mentioned this to show the attitude of officials towards the men who were the sufferers.

Mr. Wm. Noble (Oxbow) said that as one from the south he was thankful to meet people in the frame of mind he met at the meeting, and he was pleased at being sent to represent those who had sent him. Where he came from they suffered from the grain blockade like the rest of the people. The Act had been supposed to bring relief but it was still defective. He believed that if they had adhered strictly to the rules passed last year they would not now be in their present position as regards cars. Their resolution asked for cars irrespective of whether they were for warehouse, elevator or platform; and if they read sec. 58 clause 2 it seemed as if they could get cars irrespective of warehouse, elevator or platform. But the C. P. R. read it differently and says farmers can get one car and elevators two or three. Therefore the farmers were not getting their proportion of cars. He thought therefore it was their duty to work in unison if possible, setting the matter fairly and squarely forward, working together as one man and show the railway companies and the combines that we would have our rights and live on the principle of live and let live. In the south where he came from the Car order Book was a real Chinese puzzle and would puzzle the proverbial Philadelphia lawyer. A man will ask how many there are between him and another, and will be told 17. The man would wait a week and

then enquire again and he would be told 15 although seven cars had gone. He would wait another two weeks and still would be told he was 15. Where had those cars gone? They go to the elevator, but if a man will only "cough up" something he will get cars. This was well known. Thank goodness however, there were farmers who had spirit enough not to stoop to that kind of thing to take advantage of another. The people in the north should work with those in the south and get the Act amended. He had intended bringing up a resolution but he saw it was already before the committee viz., that railway companies should be compelled to give cars to farmers irrespective of their being for platforms, warehouses or elevators. Then, again, the law ought to be simple, so that anyone could understand it. There ought to be some alteration in regard to flat warehouses. What is to hinder anyone to say under the Act, give us space to build a flat warehouse? But somehow they could not get it, and if they did, it was not their own, but becomes everybody else's. So those who put their money into it were doing it for other people. And the person who built the bin cannot use it if anybody else wants it. Therefore it was not their own property. If they could build warehouses alongside the tracks how easy it would be for them to get rid of their wheat and get their money? There was one of the delegates now present, Mr. Best of Glenewen, who applied 2nd October. The acting agent, instead of giving him a car gave it to the Winnipeg Elevator Company and told him the next car should be his. That man did not get his

wheat on until 1st November. That was a distinct violation of the law. At Oxbow, too, a man was told his car would be in on a certain night and when the man took his wheat he was told the car was not for him but for the Elevator Company. The elevator companies get two-thirds of the cars, when they did not get them all. He trusted that the farmers would all work together in unison and show the world that the farmers could come together and work for their own interests.

Mr. R. J. Phinn, (Mooseomin) was the next speaker. He said that his branch held its annual meeting last Saturday and it was decided to take action and confer with their lawyer. But they thought they would wait two or three days and see if they could get their cars. On Monday morning six cars were ready to load, one each for the elevators and one for their man Mr. Marsh, who had his boy ready to see after his car. He was told it was not ready. All the cars were left at the Lake of the Woods elevator, and when the Lake of the Woods had got his car loaded, he proceeded to load the car intended for the farmer, Mr. Marsh, who remonstrated, but the Agent told him he would take all responsibility. The lawyer for their branch was away attending supreme court but when he came back he advised that if the farmer's car were not sealed, they should dump the wheat out on the track. As a consequence the agent would not bill the car and when we went to dump the grain we found the Agent had got instructions to ship it. As it was proceedings had been taken but it would have been a great satisfaction to have dumped out the

wheat. (Laughter.) The suggestions that have been made were all on the right line; but there were other matters, demurrage for instance. There was perhaps a man who had ordered a car a month ago and he has to dance attendance day after day. Then, when the car comes he has to load within twenty-four hours or be charged demurrage. Why should not this rule work both ways? (Hear, hear.) Why should not the C. P. R. be charged when cars were not sent when promised? Let there be demurrage for every day the farmer was obliged to hold his wheat. (Applause.) Look at the cars on the Prince Albert route not loaded yet, while a delegate counted thirty empty cars east of Fleming and engine after engine could pass and never move one. If the company were charged with demurrage it would soon bring them to time. Another case was that of Mr. Maclean, a cattle shipper of Moosomin. He had four loads of cattle. He went to the agent and said, "I want to ship them, tell me when you will have cars and I will bring them in." The agent said there would be cars the following Monday. Mr. Maclean brought his cattle in and they were kept out standing in the cold for three days. Was there no redress for that kind of thing? The agent had all the time he wanted and asked for. In the case of live stock he thought the demurrage should be larger.

Mr. Best (Glenewen.) strongly counselled the farmers should make every effort and try to load the cars as quickly as possible and not try to detain the cars. They should do this to preserve their reputation. Say that a man lives

in the country, he should leave a man to notify when his car comes so that he would not have to run to and fro day after day.

Mr. French, I move that the President's report be adopted as read.

Mr. Walter Simson, Regina, seconded.

The motion was carried unanimously.

Mr. John Miller, Indian Head, Secretary treasurer then said that it would be necessary for him to give them a verbal account of the business transacted at the meetings of the executive committee during the year. The executive consisted of Mr. Geo. Brown, M. L. A., Mr. M. Snow, the Secretary-Treasurer and the President. A considerable amount of business had been transacted, generally by correspondence in accordance with the constitution, as very often there was not a quorum at meetings. A motion had been passed at last annual meeting recommending that someone should be appointed to study the formation of farmers' elevator companies. Mr. Snow was appointed to make a study of the subject, and to assist in this work by correspondence and by attending and addressing meetings. As regards the expenditure Mr. Snow was to get \$4 a day and pay his own expenses except livery and railway fare, which were to be paid by the association. There had been but one call for Mr. Snow in regard to companies, and as Mr. Snow had to make a report he would not say anything on the subject. It was arranged that Mr. Snow should proceed down to the Arco and Soo lines, and hold twelve meetings for the purpose of organizing branch associations. This was

to see if the farmers would take an interest in the question. Some were found to be too busy, but still many farmers showed a great interest. The president has already spoken of Mr. Dayman's visit to Winnipeg and therefore he need not say anything on the subject.

Considerable discussion then took place as to when the financial year of the association should begin. It was ultimately decided that the financial year and the association's year should be concurrent and begin the Dec. 1st. Mr. Miller said he would have the accounts ready on that basis before the delegates separated and Mr. Wright, Grenfell, and Mr. Quigley were elected auditors.

Mr. Snow then gave an oral report of his work. He said that it would not take him long to give an account of his trip. I was advised by the Association to make a trip south and I can say as a result obtained from it that I found a great desire to understand the objects and aims the association was started upon. Some people had an idea of one kind, some of another. A great deal of enlightenment was needed as to the objects and ideas this association was organized for. The first point I visited was Arcola, a farming country, where is a large farming community, and we ought to expect a good association there. Unfortunately when I was there the daughter of a prominent neighbor had died and everyone was at the funeral. I had to leave Arcola and so far as I know there is not an Association there. I next visited Carlisle where we had a very good meeting and a good discussion. An Association was formed with a right view of the object. They got a membership of twenty

five, but whether they carried out their idea I cannot say. Without going into minute details about all the meetings I will only say there was a general feeling, a general opinion at every point I visited in favor of the objects in view. I visited Gainsboro, Carnduff, Carievale, Oxbow and other places. Oxbow had already organized a large meeting and the farmers determined to support the association. I believe they have as large an association as anywhere. I came back by the Soo line and found Yellow Grass ready to be organized. I ought to have said that I found Alameda in the same frame of mind, and Weyburn too, though the latter place was then small. I may say that I had given up the idea of doing anything there, but just before dark I got hold of a few farmers and they were determined to have an association, and they took upon themselves to have another meeting and form an association. I do not think Yellowgrass has formed one yet. At Moosejaw we had a good meeting in one respect, in another it was not. There was not a good attendance but we had a very interesting discussion and considerable debate from several members. So far as I could judge the farmers were quite satisfied that the object of this association was a good one. In that respect, then, I may say that the trip as an experiment was successful, in regard to its starting up considerable discussion and interest. We certainly organized a great many more associations than would otherwise have been the case, but at the same time if the farmers are going to make this association fill the bill for which it is organized we must get more interest

taken in it and get a larger membership and draw larger crowds, before I can recommend the association or the Northwest government to spend more money for organization. I may be wrong. I may not be taking a sanguine enough view, but I look upon it as a matter of business. Travelling is expensive and unless you can get adequate results I question whether it is wise to spend the money. We formed this association at a time when it was absolutely needed; it has done a large amount of good to the grain growers of the Territories and I believe it has accomplished a great deal of good to the farmers. We not only relieved the situation to some extent but we also did good work in the suggestions we put forth, nearly all of which have been adopted. And we certainly must know that there is a good deal of amendment required yet. There is lots of work for us yet—plenty of room for improvement. Unless we take interest in it for that purpose it is not likely that anyone else will do it. Every man should turn out and help to remove our difficulties. There is a feeling in the minds of some persons that this association has not done much—has not got the C.P.R. to take our wheat, build cars and engines, and so on. When people say that, they have said everything they can say. When we find boards of trade, exchanges and other institutions fighting for that object, it is nothing against us that we have not been able to do it. I think people are a little unreasonable who say that. I believe we can do a great deal towards solving the difficulty. What I want to point out is, where we might do something and

do it now. Last year something was done, never mind who did it, and it was a great assistance to the whole community, by the action taken by the different bodies concerned. A great deal was done, worth thousands of dollars to the country. If we did that last year, why cannot we have a still stronger hand in trying to get it this year? We should, if we were ten times as strong as we are, as we ought to be. We should then get more relief. It only costs the farmer a trifle. He cannot lose anything, and he helps on an object to his advantage. The relief to be obtained is not only a temporary relief. We must fight for a permanent relief. We ought to find out if there is any other way whereby our grain can be removed. If there is, then no matter who is going to get the benefit of freight rates. No matter what elevator it goes to—whether Duluth or Fort William. It is right for us to ask for it to be done, to demand it, and then stick together till we get it. We fought for the Soo line route last year and got it. It might be given again this year, so let us go at it. I may have wandered a little from the point. I have given you the trip as I took it and the results as I saw them.

Mr. Walter Simpson (Regina) said he would give a few words about the Regina Association. He saw in the newspapers last year what had been done at Indian Head and took upon himself to call a meeting. He sent notices to 8 school districts, and he got most of the influential men in the district interested in the matter and everybody seemed to jump at the chance to form an association. The result was a very large meeting,

though we did not at first enroll very many members. He found that personal considerations had influence. Some said "Oh your president is a lawyer" but when they were assured he grew 40,000 bushels of wheat they came out with their dollar. Whenever he met a grumbler he asked him for his dollar and generally got it, so very soon they had doubled their membership. The association had done a great deal of good in Regina. He hoped they would excuse him being a little egotistical but he had taken a great interest in the matter. When the farmer's elevator was full he went to the president of the Board of Trade and said "we must have some relief, call the Board of Trade together and see what you can get the C. P. R. to do." This was done and the result was three cars together at the elevator. He felt that he had the whole organization at his back and what he would say to the delegates was, do not be discouraged, go on, every man should be a canvasser. It was always the outsiders that grumbled. Ask them for a dollar and it would be got, especially if you tell them there was not so much done because they were not there to do it.

A cordial vote of thanks was accorded Mr. Snow for his report.

The Chairman said that in regard to the Regina Association he would like to say that it was one of the best conducted they had got. One reason for this was that they made known what they did. There were three live newspapers in the town, and what was done was announced through the press. They did not have their public men there for ornament, but they worked them. Mr. Walter Scott M.P., and Mr. Bulyca had both

accepted the invitation of the Association and were present, and the latter had helped the representatives of the Association when they were in Winnipeg.

Mr. Peter Dayman was then called upon, and said he was going to give a short report of what he did in Winnipeg when there in behalf of the Association. At a meeting of the executive it was decided to send someone to Winnipeg, to look into the situation and into the working of the Grain Act. The blockade came along, and they were up against it. Mr. Motherwell came to him and asked him to go down, and as a result the two of them went down. They both felt that something should be done beyond sitting at home and grumbling. He did not go down with any intention of revolutionizing or fighting the great combine, the C.P.R., and the elevators. If that had been the object in view the Association would not have sent a simple mortal like him. He went down with the intention of getting what information he could and trying quietly to get some concessions for the farmers. The first difficulty was the distribution of cars. They were all aware that the C.P.R. issued circulars to their agents. These circulars were just clippings from the Grain Act, but giving explanations that were quite contradictory. Well, they interviewed Mr. Leonard and tried to get facilities for the farmers to load at platforms. They pointed out to him the time that would elapse before four or five cars could be loaded. Mr. Whyte was there and seemed in favor of the concession if it were practicable, but Mr. Leonard said it could not be done. At the same time they were violating the Grain Act whenever it was

to their benefit to do so. It was the intention that Mr. Millar should notify the branch associations that he was in Winnipeg, so that they could all communicate with him, but he was called away before half his time had expired, and he had to go home a week before his time. He was dissatisfied with his mission in this respect. However he got considerable information and saw the inward workings of the grain men in the city of Winnipeg. It might be perfectly legitimate, but he showed how well they were up to the business of making money. Mr. Motherwell had a few words with Mr. Horne of the Grain Association who showed him how the grading was done at Fort William. Mr. Horne showed samples of wheat that were certainly good standards of No. 1 Hard. Mr. Motherwell and himself got on to the way grain was handled at a certain elevator in Winnipeg. A company had built a large elevator which was called the "hospital" elevator. When he (the speaker) was a grain buyer when the grain was plump and hard and free from smut they got it graded as No. 1 Hard, but when it came out of the "hospital" it was no longer No. 1 Hard, having somehow got 25 per cent of other sorts with it. Mr. Motherwell asked Mr. Horne if he did not inspect the wheat before it went into the hospital elevator, and he said he did not, but when it came out. When it was not proper he ordered it back. He (Mr. Dayman) supposed when it went back it went back to be doctored. He claimed that Mr. Horne had no right to do that. He maintained it was not right to put it back and mix it with others. And yet Mr.

Horne admitted he had ordered train-loads back. That was an injustice to the farmers and Mr. Horne had no right to do it. Mr. Horne's plan was to keep samples of every car that was inspected at Winnipeg. Samples of every cargo of wheat shipped out of Fort William had also to be returned to Mr. Horne, and such samples had to correspond with the standard sample they represented. That operation seemed perfectly straight and no complaint could be made as regarded the samples he showed him and Mr. Motherwell. They were good samples of No. 1 Hard, and there was nothing crooked about that and if the wheat maintained that standard their grain would be well represented, but Mr. Castle says it is tampered with by the eastern dealer. In regard to the distribution of cars, the C. P. R. was violating the Act and it was the duty of the Association to see that the Act was carried out. Mr. Castle was appointed to carry out the Act, but of course he would not do anything unless complaints were made properly, the same as with justices of the peace. He (Mr. Dayman) remained in Winnipeg several days after Mr. Motherwell left him and tried to get some interpretation of the law. He was pretty well bandied about. He went to Mr. Leonard, who said, go to Mr. Castle, and he went to Mr. Castle who said go to Mr. Leonard. He found they were infringing the Act in many ways. He asked Mr. Leonard where they would be breaking the law in shipping from sidings where platforms existed. Mr. Leonard replied that if Mr. Castle would ensure him against prosecution, that he would let farmers load cars

anywhere. But Mr. Castle refused to give Mr. Leonard any such assurance, on the ground that if he did so he would have the grain men on his back in fifteen minutes. (Laughter) He found everybody terribly afraid of the grain men. He found very little sympathy expressed by anyone except Mr. Whyte. Even their friend the Nor-West Farmer said it would be better if we were all at home attending to our bairnies. But they did not daunt us. It seemed to him that when they wanted to get anything it was the claims of the grain men that were in the way. He was told the farmers had not got as much money invested as had the grainmen. He (Mr. Dayman) however maintained they had more. (Hear, hear). For every thousand bushels produced they had \$1000 invested. A firm in Winnipeg on a capital of \$50,000 handled a million bushels already. That, at one cent a bushel profit, made \$10,000 in six weeks, and not a quarter of the wheat out. He would like to know the farmer who could do that. But take the case of their Mr. Millar on his \$12,000 farm. It would take him three years to make \$10,000 out of it. Well their rights were infringed upon. While in Winnipeg he found it the same all over. These men schemed and plotted so that it was difficult to live among them a few weeks without being contaminated. (Laughter.) For his own part he was not there long enough for that. (Renewed laughter.) The whole trouble was the inability of the C. P. R. to cope with the situation. If there were proper transportation their grievances would all sink to nothing.

The people had built the C.P.R.,

millions of money had been spent and the best of their lands had been given and they had not got anything commensurate in return. The C. P. R. had not kept pace with the times. It had gone to sleep while its engines wore out, the road had got out of repair and they could not move the crop. Mr. Castle had said it was not possible to legislate against abnormal condition. He (Mr. Dayman) maintained that the conditions were not abnormal. They were natural, which a good soil and the industry of the people had brought about. (Cheers.) It was the duty of the people to see that the C. P. R. was made to toe the mark, in return for the millions the people had poured into its coffers. It was the most-assisted line on the continent and it was the worst equipped one in America. No company had received such subsidies and no line had done worse. The cars were not fit to travel in. When he went down a month ago he had to stand half the way to Winnipeg. Were they to sit down and say nothing? Were they quietly to submit. They were being deliberately robbed with impunity. They ought to all push on and get to a higher authority, (A Voice: Is there a higher authority than the C. P. R.?) He would only say in summing up that he found it was no use trying to get concessions quietly or in a lamb-like attitude. The only resource for the farmers was to enforce the law. He was glad therefore there was to be a test case. If the Grain Act was no good it was better they should know it. (Cheers.)

Mr. Snow asked if there was any hope of their wheat being taken by American lines and stored in bond?

Mr. Dayman said the only chance was in fighting the C. P. R. about the Soo line. He (Mr. Dayman) had been assured by the officials of the Northern Pacific and Great Northern that they were not only willing, but also had the facilities for handling Canadian wheat, provided arrangements could be made with the C. P. R. for having such freight handed over.

A Delegate: Can you trace a car right through from here to Fort William in regard to grading? Does it all go in to the hospital elevator?

Mr. Dayman replied that only the wheat of the Northern Elevator Company went into the hospital and was not inspected until it came out. If they bought the grain "off grade" it was their own grading, Mr. Horne had not seen it. If a man sent a car of wheat to the Northern Elevator Company and he did not get a certificate signed by Mr. Horne or his deputy it was bogus.

G. H. V. Bulyca, Territorial commissioner, who, by the constitution of the Grain Growers' association is ex-officio an integral part of the organization, said:

"I may say that I am very pleased to be here to-day, and to observe the deliberations of this assembly. I think you are approaching the question in a calm and business-like manner, and will accomplish more than if you passed red hot resolutions against the C. P. R., the elevator companies or anybody else. You realize that this is a business proposition. There is no doubt the C. P. R. are unable to carry the crop of wheat and as a consequence, the farmers are not getting the full value for their grain, or what would be realized when it got to Fort William if there was a different state of affairs. I may say as regards my department, as regards the Northwest government we fully realize and know the serious loss entailed upon the people of this country. We are doing everything in our power to endeavor to alleviate the evil. I have, in conjunction

with some of your own officers, had interviews in Winnipeg, and I thought it well to make representations at the head office at Montreal. The policy of the C. P. R. is dictated from there, and there is an impression in this country, and I believe it is a fact, that the people in the east have no idea of the amount of crop unshipped in this country. They do not realize your loss, the amount of leakage from want of shipping facilities. Three weeks ago one of my colleagues happened to be in the east and I sent him certain information and requested him to interview Sir Thomas Shaughnessy, of the C. P. R. My colleague went and laid the information before that gentleman and pressed upon him very strongly, as there was very little hope of moving the crop, that some steps should be taken to ship via Minneapolis and Duluth, it was immaterial which, over the Soo line or Gt. Rm. Sir T. Shaughnessy was surprised at the figures presented to him and expressed his willingness to do what he could. He claimed that the Soo line was as deep in the mire as are the C. P. R. He thought however, that if and when the Soo line got over their own shipping troubles, then we might, perhaps, be able to ship by that route. Since then further representations have been made, and Sir Thomas has given instructions that a rate shall be given for wheat to Duluth by the Soo line in the empty cars that have brought in settlers' effects. These cars were now being loaded. (Hear, hear.) I also went to see Mr. Horne about grading and he said that as soon as wheat was being shipped out he would send a competent man to Portal, one capable of taking samples, and then the wheat would be graded at Winnipeg. I regret to say that there is not as good hope of shipment over the Soo line this year as last year. We found last year plenty of cars and rolling stock. Indeed, that line offered 1,000 cars to the C. P. R., and if the offer had been then accepted, if the C. P. R. had then realized the difficulty; if they had sacrificed a portion of their profits, then they would not be in the situation they were now in of having 1901 wheat not yet shipped. I will say further that we are in communication with people in the south, and we hope to be able to impress upon the C. P. R. that they should ship a portion of our wheat over that route. I believe it is a fact that some American roads are also in difficulties in regard to locomotive power the same as the C. P. R. I do not know that as regards the C. P. R. there is any particular shortage of cars. If they had had motive power to remove the grain to Fort William a good deal of the trouble and difficulty now in sight would have been avoided. I quite agree with what Mr. Snow has said that the only hope of

relief is to get what we can shipped over American roads. The rate to Minneapolis is the same as to Fort William, and there will be considerable elevator capacity there after those at Fort William are filled. I do not think there will be an all-rail route this winter, so that it looks to me that as soon as the present storage capacity is taken up at Fort William, and that will not be long, as there are enough cars already loaded to fill it up, there will be a complete block. As soon as the cars are refilled you are blocked till next May. Your society is to be congratulated on taking over the administration of the Elevator Act. I do not want to say anything about the preliminary steps that were taken in the matter. The bill as it passed and stands to-day upon the statute book is as drafted by the association at the convention last year. Your suggestions of last year are all practically incorporated in the act. But you may legislate as much as you like but it is the business of lawyers to find flaws in legislation, and nearly all our laws have to be amended from time to time after its practical working is seen; and I believe suggestions made here to-day will be adopted and accepted by the government. Criticisms have been made here to-day on one interpretation by the C. P. R., and another one by the farmers. The best way to get a true interpretation of the law is to lay an information and get the legal interpretation of the law. It is the only interpretation that would be binding on the C. P. R.

Mr. Walter Scott was present at a meeting at Regina and there was a general discussion on the provisions of the act as amended last year, and as that gentleman understands the bill, the interpretation put upon it by the C. P. R. is not the correct interpretation. The correct interpretation by those who passed the act is the interpretation put upon it by the farmers. It is not intended that they should be restricted to platforms or warehouses, or elevators, but as they liked. However, the C. P. R. has seen fit to place another interpretation upon the act. I believe as soon as the law has been given a proper interpretation the farmers will compel the elevators to give a proper price. People always tried to blame everybody but themselves for the difference between street prices and track prices. The elevator men say that if they can get a guarantee the cars would come and the wheat be removed they could buy at a 3½ cent margin. If, however, they have to hold their wheat they cannot afford to do that, and the result is a loss to the farmers of about seven cents more. Premier Haultain was recently in the east and I wrote to him to see Sir Thomas Shaughnessy, and I took the trouble to find out the price of wheat the day Mr. Haultain went to see Sir Thomas

and it was 75½ cents at Fort William and 50 cents at Regina. So if you figure up your charges, elevator charges and so on, there is something over 12 cents margin. These facts have been placed before Sir Thomas Shaughnessy and whether the C. P. R. will be able to get themselves out of the hole and so give us benefit or not, they will at any rate see the necessity of putting themselves into a better position next year than they are in this year. A large number of people are coming into this country, coming to settle here, and the company's resources are taxed, they find it hard to handle the settlers, and settlers effects in addition to hauling the other traffic to say nothing of the grain. I cannot say anything definite about the Soo line, but with the assistance of the association I think the government may act so that the railway company may be compelled to make a possible arrangement with that line. If I find from a report I expect from Minneapolis there is any chance I may go there myself, and I shall be glad to give your association every information I can to enable you to bring pressure to bear upon the railway. But it must be remembered that the C. P. R. owns most of the stock of the Soo line to Portar. The present route goes through to Minneapolis and there is a short haul of sixty miles to Duluth. Last year the C. P. R. shipped through Gretna at same rate as over the Soo. It looks to me as if there would be more advantage to ship over the Soo. Anyhow they are, the only two routes possible. I think a delegation from the association, like the one that was so effective last year, should be appointed. Agitation is what the C. P. R. are afraid of, and if the situation were pressed upon them, I think they would try, as far as possible, to secure an outlet. It will be a great assistance to my department if such a committee or delegation be appointed." (Cheers.)

Mr. Dayman's report was by unanimous motion received and adopted, and a vote of thanks accorded to him for the same.

Mr. M. Snow was then called upon to give his report re farmers' elevators. He said that in regard to the question of farmers' elevators, he might say that the Association found very great difficulty in really getting hold of information as to carrying on, building and conducting farmers' elevators. He, himself, was far

from being able to fill the bill, but he had had a little experience and he had drawn certain conclusions, and had had something to do with organizing such elevators. He felt himself pretty nearly in the same position as he did in regard to his other report, and might make remarks from which many persons would differ. There was, however, this to say: There were farmers' elevators that were a great success, and others that did not fill the bill. One thing he thought essential was to get enough farmers into it to run it. When they had built an elevator they would get applications to purchase from every commission house in the country. If they had these men they would doubtless get interest for the money invested, and would, too, have more buyers in the market. In such cases the farmers held a certain amount of space for themselves and put on one or two buyers. Another way was to hold the elevator entirely in the hands of the directors, have no buyers, take your chances with your wheat, put it in store and ship it. In that way you get a great many more farmers to make individual shipments. The moment you put a buyer into an elevator, you must give him room to handle different grades of wheat. You must give him that space and you cannot touch it. In regard to building, what will it cost? That depends upon capacity, but it has been estimated to average about 15 cents a bushel for a 35,000 or 40,000 bushel elevator. His experience was that when farmers' elevator companies allowed outside buyers in, they have very little control over such elevator. (Hear, hear.) Binding arrange-

ments might be made which it would be found could not be carried out. The dominant idea was to help the market. That could be done far better if the farmers kept it in their own hands than to let it into the hands of dealers. (Cheers.) Some have objected that this is an injustice to the farmer who wishes to sell his load on the street. There was another way to look at it. Farmers could combine a little. If they could get two or more who could put in sufficient to make a carload, then it could be sold on the track or sent down and sold in the east and the returns divided amongst them. And if they could not help the man who wanted to sell part of a carload, they would find a good business among those who did. He believed a farmers' elevator, built with the farmers' money, with as many small bins as possible, would be a success. Again, there might come a short year and you think there is going to be great competition. In that case put in buyers, for if you like you can alter your rules. He did not know he could say much more, but he wished to add that there was this discouragement, that unless they could assure the farmers when they built that they were going to get better terms, then he might just as well put it in a storage warehouse. He believed a farmers' elevator to be an absolute necessity at every shipping point, and it was only a question of one or two men doing the business and making it a success. (Cheers.)

Mr. A. T. Hunter (Regina) said they had had a little experience in the district he came from. They had two elevators, and it would have been a good thing if they

had had the experience in building first. It would have saved them many dollars. He endorsed what Mr. Snow had said. He agreed with him that they should not allow buyers to buy, but should use the elevator for their own wheat. Directly they got buyers they got into trouble, but run by the farmers themselves, he believed they would be a great success.

Mr. Walter Simpson (Regina) moved a vote of thanks to Mr. Snow for his report.

Mr. E. A. Partridge seconded, and said that from the experience of Sintaluta he believed there would be success if the elevator were divided into small bins and the buyer kept out. That could only be attempted where there was a limited number, say 30, of farmers, with 30 bins of 1,000 bushels capacity. If there were too many in there would be a struggle for places, leading to murmurings and injustice. With a buyer there would be this advantage, however, the wheat would be cleaned, the weight controlled, dockage seen to, and the farmer would be assured of a fair deal. In addition to that there would be a check upon the dockage and weight of all the other elevators in the village, always a considerable advantage.

Mr. R. B. Campbell (Wolsley) said that when farmers contemplated building an elevator they should not build too big a one. A great deal depends upon the number of men who can ship by the car. The experience at Wolsley was that ten or fifteen bins was large enough.

The Chairman said it was a question whether it was advisable to continue a man to look after the building of farmers elevators

throughout the country, except at points where it had been actually decided to build. He was strongly convinced it would be well to have a man at disposal to send to any district that was ready to build.

Mr. Wright (Grenfell) said they had built an elevator at Grenfell and the information they had got from Mr. Snow was very valuable. At Grenfell they sent their secretary to Sintaluta and other places and all the information they could get together they got together. They had decided to use the elevator themselves and keep out the buyer.

A delegate said that in his case they had at first found some difficulty in getting a site from the C. P. R. But they applied to Mr. Balyea and then to Mr. Blair, the minister of railways, and had no further trouble.

Mr. A. T. Hunter said they got a site but it was a duck pond and the elevator would have been surrounded with water. When a complaint was made they were simply told to drain it.

The meeting then adjourned until 9.00 a.m. next day.

SECOND DAY.

Mr. W. R. Motherwell again presided on Friday morning and before proceeding to the orders of the day he read communications from the following gentlemen: F. Oliver, M. P., T. O. Davis, M. P., Rev. J. M. Douglas, M. P., and also telegrams from W. Whyte, assistant to the C. P. R. president, and C. C. Castle, warehouse commissioner. Referring to Mr. Whyte's telegram the Chairman said he thought it would be a good idea in calling future conventions to

invite the various managers and magnates of our Western railways. He was quite sure that Mr. Whyte was friendly disposed towards them and he thought they were justified in interpreting his telegram as an invitation to the association to confer with him.

MR. WHYTE'S TELEGRAM.

Montreal, Que. Dec. 4. 1902.
W. R. Motherwell, President Territorial Grain Growers Association,
Indian Head N. W. T.

Regret business engagements here prevent me accepting your invitation to the annual meeting of the Territorial Grain Growers association for purpose of discussing the transportation problem, but I will be pleased to discuss this important question with the executive of association on my return to Winnipeg at any time and place you may choose to name.

Mr. R. S. Lake, M. L. A. then brought up the report from the resolution committee that had sat the previous evening. He said: On behalf of the resolution committee I have to report that they had a large number of resolutions before them last night and sat up considering them until a quarter to twelve, and even then had scarcely completed their business. We took the discussion of the previous day for our groundwork and embodied in the resolutions what had been there expressed, leaving other people to bring forward any other resolutions after these have been dealt with. The committee adopted a systematic course in dealing with the resolutions. It took up first the congestion of traffic and then went on to consider such remedies as this meeting has proposed. As to that

the only immediate relief suggested is that the traffic should be allowed to go on the lines south to the United States. Next was considered the proposals for relief in the future. There are proposals in regard to the Hudson Bay railway, and on this, as there were several resolutions on the same subject the committee aimed to embody the suggestions on the same subject in one resolution. Some will be thought to have gone too far, others not far enough. What was striven for was to make them so as to avoid unnecessary amendments. Another resolution is in regard to terminal and interior facilities which the C. P. R. ought to provide. There is also one in regard to Government ownership of railways. A number of the resolutions have a direct bearing on the grain growers in the country. The committee hopes that the meeting will be prepared to adopt the resolutions with such amendments only as are strictly necessary.

The chairman said he should like to acknowledge the assistance the resolution committee received last night from Mr. A. T. Hunter, Mr. Walter Simpson and Mr. Harcourt of the Nor' West Farmer, who showed their sympathy by being present at the meeting.

A motion that the report be received and adopted was then carried.

The first resolution was as follows:

Be it Resolved, That in the opinion of this meeting the Canadian Pacific Railway Co., having demonstrated their total incapacity to handle the grain and general traffic of Manitoba and the Territories; and as a consequence the development of the country being not only retarded, but the residents suffering much deprivation, scarcity of fuel, scarcity of building material, and an average loss of ten cents a

bushel on their wheat, apart from loss, by holding and storing grain, and paying interest on advances from banks.

The Territorial Grain Growers Association are forced to solicit action on the part of the Federal Government which will induce the C. P. R. to allow as much as possible of the congested freight to be handled over the connecting Railway systems to the South.—Partridge—Noble.

Mr. E. C. Partridge was the proposer and said there was no other mode of immediate relief. The C. P. R. could not build cars or anything else in a short space of time, nor could they purchase them. Therefore the only method of relief was that the C. P. R. be induced by all proper pressure to employ their hauling power on those lines to the south with which they have connections, taking the rolling stock employed from Winnipeg to the Lakes, to North Bay and St. John's relieving it as much as possible, and putting the engines and cars so released on the western portion of their line. Were it a matter of a country in a state of siege and suffering deprivation from acts of war they would not have any difficulty in getting the Government to act in the national interest. The country was almost in the same condition and they ought to bring what pressure they could upon the Federal government and compel the C. P. R. to act upon the suggestions or similar ones, contained in the resolution.

Mr. Wm. Noble, (Oxbow) in seconding the resolution said that what they had to do was to press upon the C. P. R. to distribute the heavy traffic it could not cope with by sending some of it to the south. It would relieve their motive power for the long haul. He would go further and say that not nearly but completely the position was a national calamity and

he hoped the meeting would see it in that light and give the resolution an unanimous vote.

Mr. J. Gillespie said it might be argued the C. P. R. would not agree to this. Last year it refused to send by the C. N. R., but Mr. Snow, Mr. Bulyea and himself interviewed Mr. Sifton last year, and he told them the C. P. R. would have to do it. He thought something of the same sort could be done this year.

Mr. A. T. Hunter (Regina) said there were sixty million bushels of wheat in the country. Fifteen millions had been taken out at the time navigation closed, leaving 45 millions of bushels in the country still. Counting the terminal points there was elevator capacity for 25 millions and that leaves 20 millions still in the farmers' granaries. It has taken three months to move fifteen millions with the navigation open, and it was simple rule-of-three sum to show that they could not get it moved before next spring or summer. Forty million bushels of wheat in this country and how to get it out that was the puzzle. To some extent the resolution showed how it could be got out.

Mr. Dayman said that the present available storage at Fort William was as follows:

	Elevator.	Bus.
	A....	1,250,000.
	B....	1,250,000.
	C....	1,500,000.
20th this month...	D....	1,500,000
1st Jan., 1903.	E....	2,000,000
Spring, 1903	F....	2,350,000

They can take five millions between now and spring. This was more than last year and should relieve matters to some extent. One elevator they had

last year was unfortunately burnt down, but it will be replaced by a new one the first of the year. He strongly supported the resolution. The railways were to blame. They knew what was coming and ought to have taken measures to remedy the evil.

Mr. Harcourt (Nor' West Farmer) twitted Mr. Dayman with having said the previous day that if he had stayed long enough in Winnipeg he would have been contaminated. (Laughter.) He seemed already to be contaminated with figures. The figures he had quoted were the figures that Mr. Leonard had given, but they were figures that would mislead the Northwest farmers. Last year there was the capacity to handle, as stated, at A, B, C and D, viz., seven millions. One was burnt down now that had a capacity for three millions, and today there was but capacity for four millions. Nearly a million is being held by speculation, and farmers who seek to get a few cents more were also holding. He believed the capacity was only about 300,000. The C. P. R. had only as yet handled 216 cars a day. That was not one car for each shipping point. The cars were loaded and sent east, but they did not reach Fort William. The result was that every siding was now filled with cars. The actual number of cars handled was 700 less than last year. In regard to the burnt elevator E, the foundations were scarcely finished, and as they were of concrete, not much could be done until the spring. That elevator will not be ready to handle any of the crop of 1902. The stories to the contrary were all to blind the farmers. They tell the most plausible stories go-

ing. The only relief possible was from the south.

Mr. R. S. Lake, M. L. A. said: It has been said that the C. P. R. officials knew they were to blame for the state of affairs, and that Mr. Whyte has always been a friend to the farmer. Unfortunately, however the same cannot be said of the people at Montreal and it is there the policy of the C. P. R. is managed. The officials at Montreal do not appreciate the position. They think the people in the west are asking too much and therefore they do not intend to give us what we ask. That is pretty well proved. They got power to increase their capital by twenty millions and as it was subscribed immediately they have received the money. A part of the money was to be applied to the improvement of the western end of the line. But what progress have we seen in that direction during the present year? They have not increased the size of their sidings, they have not attempted to double track and certainly that would have removed the congestion and economised their locomotive power as the side-tracking must be a great loss of locomotive power. Neither can it be seen that they are taking any steps to improve the situation by increasing elevator capacity. But they have taken measures in regard to irrigation in the west, but before increasing the value of their own lands in the west I think they should first of all apply some of their money to increasing their facilities in this part of the country. (Cheers.) Mr. Partridge's resolution is not a whit too strong.

The resolution was carried unanimously.

The second resolution was as follows:

Be it Resolved: That in the opinion of this meeting of the Territorial Grain Growers Association it is the duty of the Canadian Pacific Railway to largely increase the Terminal Storage at Fort William and also to erect at several Central Interior Points large elevators for the storage of grain pending the shipment to export points.—Fitzgerald—Simpson.

Mr. G. D. Fitzgerald (Grenfell) in moving the resolution said that Farmer's elevators were not always as good as they ought to be. They would all gain considerably by the C. P. R. storing the wheat though he did not see how they could get relief this year. It did not take long to build an elevator if they went the right way about the business. Ogilvies can build a 40,000 or 50,000 bushel elevator in five weeks. It did not take much longer to build a bigger one. The way the farmers would be relieved was that they would get their wheat out of their granaries.

Mr. Walter Simpson (Regina), in seconding, said he was in favor of government ownership of store houses. The C. P. R. ought not to object to the resolution, as it only asked them to engage in profitable undertakings.

The Chairman said the object was to find relief till the wheat reached the terminal points. If the C. P. R. did not wish to build interior ones, let them buy more rolling stock.

Mr. Dayman said he had thought a good deal about large elevators to hold wheat in cases of emergency. He was in favor of the motion to some extent. It was a long haul from Winnipeg to Fort William, and if there were large elevators at the center of districts it would be a great benefit. It was not a very great thing to

load and unload, though there might be expenses for inspection, sub-inspectors and so on. But they might be under the grain commissioner, Mr. Castle, and be part of the official staff. If these elevators were built it would be necessary to alter the Grain Act, and their resolutions would have to be further amended.

This resolution was also carried unanimously.

The third resolution was as follows.

That the Territorial Government be requested to make an early opportunity to enquire into the feasibility of a Provincial Railway to the Hudson's Bay from some point in the Territories and the navigation of the Hudson Straits; and that they be urged to endeavor to obtain the inclusion of a port on Hudson's Bay within the boundaries of the new province where the grant of Provincial powers is made by the Dominion Government.—Fitzgerald—Luke.

Mr. G. D. Fitzgerald (Grenfell) was the mover. He pointed out that the previous resolutions had dealt with the immediate necessities that required relieving but there was the future to consider. As far as could be seen the C. P. R. would never be able to haul out the wheat that the Northwest would produce. All of last year's wheat was not yet hauled. It was necessary therefore to consider other means of getting out their wheat besides the C. P. R. In a few years the Territories would grow 150 millions of grain and if it took three months to get out fifteen millions how long would it take to get out 150 millions? The farmers must look to the future as much as to the present. If they did not they would get in to a hole they would not be able to get out of. The resolution sought to press upon the legislative assembly to consider a question that had been already before

the Dominion House, viz. the question of a railway to Hudson Bay. The Dominion authorities had sent vessels there when it was known that it was not open, when there was too much ice. It was a known fact there was too much ice in June but at other seasons the bay was open and free from ice. The only thing to be guarded against was fog, but a wheat ship has not to travel like a passenger vessel, they can go slower. At any rate if the wheat went that way it would not get mixed at Toronto. (Hear hear.) His own opinion was that the Northwest government ought to build a railway there. They have the power to tax and he did not see why they should not tax us to build the railway. Of course the eastern provinces did not want the grain to go out that way, because they have spent money on the C. P. R. but he thought the Northwest government should do it.

Mr. R. S. Lake, M. L. A., said: I do not think it at all necessary for me to say very much on this question. I believe in the practicability of the Hudson Bay route. I know for a fact that when it was first mooted a large and old shipping firm in Liverpool sent out a man to be their agent at York Factory. That firm would not have done so had they not known the route was feasible. All it asks is that the Northwest Government should make full enquiry as to the possibility of the Hudson Bay railway and the navigation of the Straits. Let them approach the question from a Territorial point of view. Whatever difficulties there might be in regard to the road, we are all agreed that such a road will be of inestimable value to the people of

this country. Here, at Indian Head, it was sixty miles nearer to York Factory than to Fort William. I hope the resolution will pass and that the Territorial Government will find some way of sending an expedition to enquire into the matter.

The motion was agreed to by an unanimous vote.

The fourth resolution was as follows:

Be it Resolved: (1) That in the opinion of this meeting the Dominion Government should be asked to, appoint a commission to inquire into the system of state ownership and management of the Railroad system as carried out in Australia, New Zealand, India, Germany and other countries, with a view to its applicability to the railroads of Canada.

Further, that the general result of such inquiries be embodied in a short and concise form suitable for circulation among the general public.—J. A. I. French—A. D. Stewart.

Mr. J. A. I. French (Fort Qu'Appelle), in proposing the resolution, said he had read a deal on the subject relating to far back. It was hard to get information as regarded the last few years. It was only within the last few years that the subject had come within the sphere of practical politics. He thought the best plan would be to find out what had been done in Germany during the last twenty years. The system had been in operation there since 1840. In Australia and other countries it had worked for twenty years. Now that Australia was federated they could find out what was the opinion of the Federal Government on the question. Perhaps the conditions in that country were entirely different to the conditions here, and the principle would not apply: but he hardly thought that. Was Canada lacking in statesmanship? or was there want of enterprise among her people?

or was it there was not the necessary funds? He did not think it need be more expensive than building the Hudson Bay road, and anyhow, all that was asked by the resolution was information and if this was got, especially in the form of statistics but in a simple form so that anyone could understand the subject, he could not but think it would be valuable.

Mr. A. D. Stewart seconded the motion, and it was carried unanimously.

The fifth resolution was as follows:

Whereas it can be shown that cases of marked discrimination between shipping points in the Territories are not infrequent and whereas we have been advised that such discrimination is in violation of either the "Act respecting Common Carriers" or other general railway legislation. Therefore be it resolved by this association that the Attorney General of the Territories be consulted by our Executive as to the existence of any such legislative remedy and in the event of its existence be requested to institute proceedings against the C. P. R. on other offending railway in a test case selected by our executive.—E. A. Partridge—W. Noble.

Mr. E. A. Partridge was the proposer. He said he would not take up much time in submitting this resolution. There was a case of glaring discrimination right before their eyes. Last year there was shipped from Indian Head 1,800,000 bushels, from Sintaluta 900,000, making the requirements of the two points as 1 to 2. As a matter of fact the distribution of cars was Sintaluta 50, Indian Head, 300 odd, or 1 to 5. That was discrimination clear enough. Sintaluta was now saddled with the odium of having actually summoned an official of the great C. P. R. and that person had said in a very significant way that he thought quite a lot of Sintaluta and he would remember it. That was a veiled threat and they must therefore look to it that the distribution was properly carried out.

Mr. Wm. Noble (Oxbow) in sec-

onding said he saw that it was quite advisable, indeed necessary, that the step proposed by the resolution should be taken. If there were discrimination between one town and another there would, unless they took the matter up, soon be discrimination between one farmer and another. The railway ought to be brought to task and they might ask the local government to allow its attorney general to bring a test case. That was the only way they could take them by the forelock, so that a town should not suffer by bringing a charge against the company. The mover had done well in bringing forward the question and it is the duty of the association to pass the resolution and back up the local Government.

Mr. R. J. Phinn (Moosomin) said discrimination was going on all over the country. They had it in the town of Moosomin. During one week the farmers at Fleming got seven cars and the elevators ten, while there were not more than one or two at Moosomin. Why? Because there, there was an independent grain buyer and the idea was to take the wheat to another town and get the benefit.

Mr. Snow (Wolsley) said he could not tell the reason why one town was favored over another, but at Wolsley they were suffering the same disadvantage.

The resolution was agreed to by an unanimous vote.

The sixth resolution was as follows:

"That in the opinion of this meeting the Federal Government should compel the various railway companies operating in the Territories to blow an ample fireguard along their respective lines, and thus prevent the serious losses that occur each year from fires started by sparks from their engines."—Wm. Noble—G. H. V. Bulgea.

Mr. Wm. Noble was the mover. He said he felt very strongly on the point. He had no doubt most of them did when they had seen a fire running over the country. This year

prairie fires had been destroying their country and making it unfit for man to live in. The results of hard-earned labor had been destroyed by the engines of the C. P. R. without any recompense to the sufferers. He saw Mr. Walter Scott, M.P., was present. It was the first time he had had the pleasure of meeting that gentleman, and he thanked him for the exertions he had made in parliament in bringing the question before the house of commons. He was sure they were all pleased at the help he had given. (Cheers.) When railways got permission to go through a country, their duty was to prevent the country being subject to such devastation, just from the negligence of their employes. The fires were not so much caused by sparks from the engine as from the firemen throwing out the embers. The Territorial law made other engineers responsible, and the railways should be made responsible also. He trusted the meeting would be unanimous on the question and that the railway companies would be compelled to plough ample fireguards.

A delegate asked if there was a certain time that fireguards had to be ploughed!

Mr. Noble replied that they were looking after the protection of the country, and they wanted the guards to be ploughed before any date they would be useless. If a fire were allowed to run at all it was dangerous, and therefore the date should not be too late. He did not think any date should be mentioned; but that the guards should be always kept in a proper condition.

Mr. G. H. V. Bulger in seconding the motion, said: This is one of the most important resolutions as far as the interests of the whole country is concerned that has been brought before the meeting, and it ought to have unanimous support. The mover has properly said it is a question of compelling the railway companies to do their duty. It is beyond the

power of the local legislature. That body has legislated on the prevention of prairie fires ever since there has been a legislature. We have endeavored to minimise the evil, and we have made people responsible for the starting of fires, and I think that in asking that a railway company should be placed in the same position as far as its responsibility is concerned, we are proceeding in absolutely a right direction. (Hear, hear.) I think a railway company should be made to plough fireguards. Representations have been made to them, and they have made attempts in certain localities to plough guards, but you all know they have not been ample or adequate. A fireguard ought to be sufficiently wide to prevent firing from the engines. A year ago the Territorial Department of Public Works endeavored to assist in carrying out this work, and a portion of our funds has been spent in having guards ploughed. It is complained that they were not ploughed at the proper time. I am prepared to admit it but it was not our fault. Early last year we advertised for tenders, and contracts were made with individual farmers for the ploughing of guards. In quite a number of cases many of them refunded or neglected to carry out their contracts. This threw the time a little late. My own idea is that the railway companies having section foremen will be able to look after such work and see it carried out. So that if we had legislation to compel the railway companies to do the work it would be the best way of meeting the difficulty. I believe Mr. Scott is going to speak this afternoon, and as he had charge of a bill last session, it will not be amiss to ask him to give us his experience in trying to get this legislation passed. (Hear.)

Mr. Walter Scott, M. P. It will not take me long to give the history of the Railway Fireguard Bill. I may tell you the credit is due to the

Northwest Government and to the Commissioner and deputy-commissioner of public works for the bill. The deputy commissioner of public works had been negotiating with the C. P. R. on the subject for two or three years and about a year ago we had consultations and we framed a measure. I presented it to the House of Commons. It proposed what is considered a reasonable and sufficient fire-guard, viz. 300 feet from the track and the intervening space burnt on a certain date, I think the 15th of July, at any rate early enough to safeguard the country from prairie fires. There may be some of you familiar with procedure in parliament. I am more familiar with it now than before I went to the House. As early as I could I introduced the Bill and it stood as a private member's Bill along with twenty-five or thirty others. Only one of these became law, Mr. Ruddick's Bill dealing with the Dominion Medical Council. It had been there for several years. In only one other case did a private member's Bill reach a second reading. It would take too long to explain how it is that it is almost impossible for a private member's Bill to get through unless the Government will agree to put it forward as a Government measure. For that reason my poor Bill never reached a second reading. It was a Bill to amend the Railway Act and just before the close of the session the Government gave notice of a little Bill to amend that Act. That Bill being introduced it was open to any member to move an amendment and I took the opportunity of pressing my Bill as an amendment to the Government's Bill. We thus got a very good discussion but it was late in the session and both Government and Opposition agreed that it was not fair to the railway companies. The House of Commons have always a great respect for the rights of railway companies and is careful not to damage their inter-

ests in any way. (Laughter.) It was the last days in the session and many thought the objection had something in it, so we had to allow the matter to stand over. But the Prime Minister said that if we introduced the Bill next session he would make it his business to see that an opportunity should be given to discuss the question and if possible to legislate upon it. As far as I could judge the feeling of the House I had confidence such a measure can be made law by the present parliament. (Cheers.) I told you the Northwest Government had been trying for two or three years to make an arrangement with the C. P. R. It was to the effect that the Northwest Government would bear one-half of the costs and the C. P. R. the other half. The day after my Bill was introduced a communication was sent from their headquarters saying they were now willing to take up the proposal and arrive at an arrangement or settlement. During the close of the session I was in communication with Mr. Dennis, deputy commissioner of public works, and suggested that if it became apparent there was no chance of the bill being passed it would be better for the Northwest Government not to wait. It closed with the C. P. R. and some work has been done in this respect. The agreement is not binding on either party for any specified length of time and may be terminated on notice given by either party. My fear is, that the C. P. R. will let the agreement stand and then say to the Government that because of the agreement there is no necessity for parliament to interfere by legislation. I would not like to go the length of recommending the Northwest Government to cancel the agreement and so put us as we were but I should like to suggest they should consider what is the proper course to adopt.

Mr. G. H. V. Bulyea said that the date for ploughing fireguards was 15th July, but they were not plough-

ed by then for the simple reason he had staid. He thought the proposal that the C.P.R. should be made responsible for fires was correct. The Northwest Government could only do the work in the way he had described, viz., by contracts; and if a responsible man entered into a contract they expected him to do it. The Government did not get notice that the persons had not done the work until after the time had expired. The most practical way was to plough guards in small sections. The situation was exactly as Mr. Scott had stated. The contract with the C.P.R. could be terminated by either party. They had the experience of last session. The business did not work satisfactorily. The question of avoiding the contract as referred to by Mr. Scott had not been considered, but it should be. He did not think the present arrangement would ever work satisfactorily. The question of cancelling the agreement would have to be very carefully considered by the government, and the onus would have to remain where it should be, viz., on the companies, who ought to be in this matter in the same position as every owner of a threshing machine. (Applause.)

The motion was passed unanimously.

The next resolution was as follows:

"That the immediate grant of provincial powers to the Northwest Territories is absolutely essential to the progress of the country. —Walter Simpson—R. J. Phinn.

The motion was carried unanimously.

The following was the next resolution:

"That this association endorses the action of the Winnipeg board of trade in inviting the eastern members of the Federal parliament to come west at their first opportunity, with the view of better studying the resources, development and requirements of Western Canada."—Walter Simpson—W. R. Motherwell.

The next proposal was

"That the resolutions passed at this

meeting be submitted for endorsement at a public meeting to be held at all main shipping points in the Territories."—R. S. Lake, M.L.A.—J. A. L. French.

Carried unanimously.

The next resolution was as follows:

"That this Association approves of the appointment of a railway commission by the Dominion parliament to control the actions of our railways, and see that they comply with the laws provided for their regulation, and that they serve the interests of the country, and that the personnel of the commission be appointed at an early date."—Mr. Harcourt, (Nor-West Farmer)—Mr. Snow.

This resolution was also carried unanimously.

The last of the morning's resolutions was as follows:

"This association desires to place on record its thanks for and appreciation of Mr. Whyte's (assistant to president of C. P. R.) courteous offer to discuss the very important question of transportation with the executive of our central organization, and that such offer be accepted at the time and place suitable to Mr. Whyte's convenience."—W. R. Motherwell—Wm. Noble.

This was carried amid signs of cordiality, and the meeting adjourned until half-past one o'clock.

Friday Afternoon.

On re-assembling, Mr. John Miller, the secretary, presented his financial statement, showing receipt of \$426; expenditure of \$378.20. In the course of an oral report the secretary suggested that the proceedings of the convention be printed. He also reported that requests had been received from Maclean, Edenwald and Hednesford for the formation of branch associations. He also suggested that the expenses of members of the executive be paid. He further paid a tribute to the assistance given by the press, which had taken every opportunity to advance the interests of the Association.

The resolution committee then brought up the amendments it suggested to the Manitoba Grain Act.

After much discussion the resolu-

tions were referred back to the committee to embody the suggestions that had been made, and Mr. Walter Scott was added to the committee.

Mr. Dayman, speaking to the second resolution, said that they all knew that the present platforms were too short. Twenty-four hours was allowed to load a car, and the present platform would probably accommodate but one car at the time. They ought to have platforms long enough to load two cars at a time. The platform at Indian Head had been measured, with the result that one of sixty feet was recommended.

Mr. A. T. Hunter said loading platforms would be out of date when farmers' elevators were established.

Mr. Yates thought they would always be found useful.

Mr. John Millar suggested an alteration in the width of the platform, so that two teams might pass. Horses had been known to slip between the platform and the car while backing off.

This resolution was also sent back to the Resolution Committee.

Mr. R. J. Phinn, proposing the third resolution, said the object had been to simplify matters. This would be accomplished by making an equal division of cars between the grain dealers and the others. Give the grain dealers half the cars and leave them to fight out their own apportioning and distribution. The desire was to create competition between them, and if a dealer wanted to raise the price and his elevator was full, he cannot do so. If, however, the agent had to give the cars according to the grain shipped, his elevator would not be so likely to get full; and further, if the other half of the cars were apportioned to the bona-fide farmers, the farmer could then ship as he liked, from platform, farmers' elevator or line elevator. If, then, they were provided with such cars, as provided in a book open to the public, they would be fairly treated. The book

would show where they wanted the cars placed. At the present time the order book was written in lead pencil, the lines were made in pencil, and there was nothing to prevent erasure, alteration, interlineation or change of names.

Mr. E. A. Partridge said he agreed with the resolution generally, but the point that has been brought up by Mr. Phinn presents a difficulty. He thought an amendment was required in some way if there was to be anything like justice in the apportioning of the cars. He suggested that the cars should be apportioned this way. They should begin at the top of the list and give each applicant one car all down the list. Then, after each applicant had received one, let them go down the list in the same way again, one car to each applicant, and so on until they had been down the list as many times as the highest number of cars asked for by any applicant. By this means the large farmer would not have cars appropriated to him at the expense of the small farmers.

Mr. A. T. Hunter was against the proposal altogether. They had been working all along for perfect freedom of shipment. By dividing equally between farmers and elevators they left out altogether the commission man. The proposal was too generous to the elevator man. He proposed to amend the motion in the way he suggested.

Mr. Walter Simpson seconded.

Mr. Walter Scott, M. P., was asked to express his opinion on the point, and said: I came here to get advice rather than to give it. I do not buy or grow grain or do anything with it but eat it in the form of flour. I will say, however, that I did not agree with those gentlemen who state that cars should be divided between the elevators and the farmers. I think it would be a retrograde step. The gentlemen who represent this part of the country in parliament, Mr. Oliver, Mr. Douglas and others, have continually urged upon parliament that the grain producers should be given absolute freedom to send out their grain in every practical way possible. (Hear, hear.) It seems to be that the

effect of this proposal would be to curtail that freedom. The amendment passed last year on the suggestion of this association very nearly arrived at that, but we have now a very unusual congestion of traffic. One of the clauses provides that there shall be no discrimination. But if the present proposal be adopted it would oblige Mr. Oliver, Dr. Douglas and others who have been fighting on the lines of that freedom to switch round into the opposite direction. These suggestions originated from the extraordinary condition at present existing. If we had not a shortage of cars there would be no occasion for such suggestion and if things alter, as we all hope they will, we shall not find you making these suggestions. As I have said the idea in parliament was to get absolute freedom of shipment. The railway endeavors to construe the Act so that farmers cannot ship through a line elevator. The manager of the elevator is by the Act the one who has to ask for the cars. This was brought up by Mr. H. W. Laird, a grain buyer of Regina, and he has found himself right up against it. If the railway is right in its reading of the law then the law can be made so that the farmer can go to the elevator instead of to the loading platform. Of course there would be some difficulty in deciding the identity of the wheat, but still under present conditions it would be better than losing, as he does now, 10 cents a bushel. The suggestion made by the Regina branch was that farmers having grain in store in elevators may apply to the railway company for the necessary cars to ship out such grain. If the Act at present is properly construed by the railway company then I have no doubt Parliament will right the matter. The real object in view is the principle "first come, first served." Anybody who has wheat to ship, elevator man, farmer or commission man, should be able to get a car on applying for it. If he were fortunate enough to get the car, then the man who has a large lot to ship should not be given cars in proportion to his quantity and so shut out small producers. (Cheers.)

Mr. Best (Glenowen) said he believed that if the resolution were carried into effect it would not place them in an improved condition. In regard to the distribution of cars he thought it would be out of place to at present discuss the question seeing that a case was pending on the subject. In place of farmers having to fight all the combine, if this case be won then the elevator companies will be on the C. P. R. to get rolling

stock and they will be assisting the farmers by helping themselves. He moved that the Act remain as it is.

Mr. M. Snow said that by this solution farmers would get half the cars and the other half would be for the dealers. A farmer's buyer would be entitled to get cars just the same as any other dealer. The farmer would thus be entitled to his share of half cars and to the farmers buyers as well. That disposes of any argument against any discrimination against farmer's elevators. It had been said that the grain dealers did not compete with each other. If one bought higher than another he would get the bounce. It therefore you could induce competition amongst them it would help the farmer. The elevator men would see they could not get more cars but the other fellow was getting them and getting on his wheat. So they would have to do some scheming among themselves. He did not see there would be no freedom of shipment. The farmer could have space in the elevator or in any place he wants, elevator, farmers elevator, platform, warehouse or siding. That was freedom of shipment.

Mr. Scott: But the farmers' half of the cars and the dealers' half of cars? That is stepping into a line of business parliament will not go into.

Mr. Snow said that if they could ship one half independently of any one else, that would be better than they were now. He claimed that the first part of the resolution was their right, and as to the second part it was good until some one devised a better way.

Mr. Dayman said that the grain man and the dealer were two different men. It had been suggested that the commission merchant did not pay license, give security and so on, and Mr. Castle said the law should be changed so that every man who bought wheat would be prosecuted unless he put up bonds for \$3,000 and paid for his license. At

present he had not to put up bonds or pay for a license, so that any man could buy and skip out and the farmer had no redress.

Mr. Wm. Noble said he was in sympathy with the resolution. He thought the sub-committee that drew out the resolution were thinking of getting over the clause that Mr. Castle interpreted one way and the company another and other people another, viz., one for every elevator and one for every farmer. The elevators, too, got the lion's share of the cars. If there were six cars and five elevators there would be five cars to the elevators and only one to the farmers. Under the present proposal however, suppose eight cars came in, there would be four for the elevators and four for the farmers. It was not a retrograde step but a step in advance.

Mr. G. H. V. Bulyea said: I suppose you are now at what is, the most critical discussion on the subjects of this meeting. The most important resolution that can be brought before this meeting is the one now under discussion—one that will have most influence in the solution of the difficulty. One proposition is that you should negative the recommendation of the resolution committee in toto. That would be a great mistake, and I beg to differ from Mr. Scott that the proposal is a retrograde movement. I do not know, if we discuss this question to time immemorial, that we shall be able to agree on any solution that would meet all requirements. This meeting is here to suggest to the Federal government some way of getting over the difficulty, and to get the elevators to pay a greater price than they do now. You cannot do this by legislation. (Hear hear). You cannot say they must give within 3/4c. of the track price. You can only say they must be compelled to come reasonably within the value of the wheat offered on the track. What might suit the conditions at Indian Head might not suit all the conditions else-

where. You must remember there are farmers who do not wish or are not able to ship in car lots. They are absolutely compelled to sell their wheat for whatever price is offered from time to time and the legislation you propose may have the effect that they will be shut out, and what you are suggesting might be an injustice to the class that consists more than half the wheat grown in the Northwest Territories. That is, less than half are able to take advantage of car shipments from either elevator or siding, or any other way. We should not lose sight of this class. Let us look at the question from every standpoint; from that of the elevator, of the platform, and from the standpoint of the two classes of shippers. I do not think we ought to do anything to hamper the hands of our representatives at Ottawa. They might perhaps, as Mr. Scott has said, have to take back a part of what they have said; but according to current report it is not difficult for politicians to turn corners (laughter) and in this instance they would have good reason to explain their course. As one who has had some experience in wheat buying, and whose duty it now is to know about these things, I will say that I am heartily in sympathy with the proposal of the recommendation of the resolution committee. It may not be an absolute solution, but it is a good stagger at it any way. Last night I looked into the Minnesota Warehouse Act and I think as it stands it covers all the important and salient points that exist to the south of us, but there is not down there the shortage of cars and the peculiar conditions that we have here to day. In framing our Act we are framing an Act that will only be operative here when there is a shortage of cars. When there is a shortage there will be no occasion for the Act. Everybody will then be happy and I do not see how your proposal will interfere with the free shipment of wheat in any respect.

If a number of people are disposed to accept prices offered at elevators, and there are a number who will do it, then the present Act if interpreted in the way we want it, viz, that every man shall get one car, the legitimate conclusion is that the elevator people will be practically closed up, that they will not exist on this or any other market. If the farmers do not want to ship through elevators the farmers will get all the cars the elevators none. But if the farmers want to dispose of their wheat to the elevators we ought not to say they shall not, by saying all the cars must go in another direction. So I believe in making the suggestions your committee have arrived at, a reasonable division of cars. The second part as to the distribution of the cars themselves. I am hardly in accord with the suggestion that as between the elevator companies the cars should be distributed on the basis that the man who has most wheat will get the most cars. I say without fear of contradiction as between elevator associations they buy practically as one man. That cannot be contradicted. Unless then you can make some law which will make an inducement for them to break away from that combination, or induce a man to come on the market and break it, you will have no competition. They can all get their cars. Qu'Appelle municipality last year built two elevators, one at Qu'Appelle and one at McLean. I noticed the other day that practically all the wheat was going to the farmer's elevator. They either wanted to ship it themselves or to get a little more for it, and I heard that very little was going to the other elevator. The farmers elevator will be full very soon and then they will want to go to the other elevator. Now under the alteration proposed the farmers' elevator would get some cars and the individual farmers who wished to ship in car lots would get some. I might mention that when Mr. Snow, Mr. Gillespie

and myself were in Winnipeg I came across a representative from Minneapolis and as a result of a conversation we had with that gentleman he came to this country prepared to buy all the wheat he could get his hand on. The presence of that gentleman had the effect of raising prices of wheat from Wolsley to Qu'Appelle, but he found himself in this position he could not get cars. Therefore he was absolutely tied up. But I believe his firm would have been prepared to buy an elevator, even if they had to give more than it was worth. If the proposed suggestion would have given them a preference he would have been in a position to have broken the combine. From my impression and my study of the question I think the amendment proposed is the very best possible recommendation this meeting can make to be embodied in legislation at the next session at Ottawa. (Hear, hear.)

After some further discussion on the question whether the committee should be instructed to frame the resolution along the lines of an equal division of cars between the elevators and the farmers or a car to each applicant, the meeting voted and the numbers were for the former 23; against 10.

The whole of the resolutions were therefore sent back to the committee for amendment as instructed. The committee then retired and as Mr. Walter Scott had been asked to address the meeting his place on the committee was by election given to Mr. A. T. Hunter.

Mr. Walter Scott, M. P. for Western Assiniboia then addressed the delegates at considerable length.

The Chairman said: One statement Mr. Scott made was very important, viz, that resolutions passed by that association after careful consideration and with some degree of unanimity, would be of great value to him and others in parliament. That justified them in the lines they had been taking in regard to organization.

A delegate asked if the taking in wrong grades of wheat had been remedied?

Mr. Scott said not entirely, but as far as it was possible by legislation it had been done. Of course, if an elevator were full, no more could be got in.

Another delegate asked who should carry out the law? They had done all the kicking they could, but still the law is violated.

Mr. Scott said that the intention of the Act was that there should be some authority, and that authority was Mr. Castle. But it was open to any farmer who was discriminated against to lay a complaint before a magistrate. A farmer could not, of course, be expected to fight the C.P.R. from court to court. But he should think that an association like theirs should be made use of to begin such suits. He understood that Mr. Castle was bringing Mr. Mather up to Sinitaluta to represent the complainant in the case now pending. Of course they would all recognize that even if they had a law that was absolutely perfect, so long as the present condition existed on the railway there would not be satisfaction. He said he did not wish to reflect on any officer of the company. It had a good staff. The blame was at headquarters. For the last six or seven years the policy had been to keep the plant down to the very lowest point. There never was an estimate sent in by a superintendent or foreman that was not chopped in two. Such men were the men that knew what was required, but they never got what was necessary to keep the road and plant in proper condition. That was the real reason it was in the condition it is.

A hearty vote of thanks was accorded Mr. Scott and the meeting adjourned until seven o'clock.

Evening Session.

The meeting resumed business at sitting at the Royal Hotel.

The resolution committee brought up the amended resolutions to the Manitoba Grain Act, which were adopted and then read as follows:

At each station where there is a railway agent and where grain is shipped under such agent, he shall daily apportion any and all cars in the following manner. One, half the cars and as nearly as possible one-half the tonnage shall be apportioned to licensed grain dealers, to be divided ratably in proportion to their daily purchases, the other half of the cars shall be apportioned to bona-fide farmers who wish to ship their own grain, such cars to be placed either at the loading platform, flat storehouse, elevator or siding as directed in an order book kept at each shipping point under such agent, open to the public. The page of such order book shall correspond to schedule X, and the agent must enter consecutively in ink the names of applicants and their requirements. Cars so ordered shall be awarded to applicants according to the order in time on the order book, until each applicant has received one car, after which, commencing at the top of the list in order book, one car shall be awarded to each applicant having unfilled order as in first round of awards, and this method shall be repeated in as many rounds as may be necessary to supply the largest individual order; it being understood that an applicant having two or more applications made at sundry times shall only count as a single applicant and be awarded only one car in any round and that no applicant can transfer his right to another.

2. Any person who is not a bona fide farmer or owner of wheat who applies for a car under the above clause, or who offers for sale or sells his right to a car that has been allotted to him, shall on summary conviction be liable to a penalty not exceeding \$25.

3. At each shipping point the agent shall immediately post in a conspicuous place the allotment on their arrival of empties, or cars loaded with merchandise which will be available when unloaded, such notice to be signed by the agent.

4. The operator of each elevator shall at the close of each day during which such elevator is operated file with the station agent a statement showing the amount of wheat purchased or received by him for storage.

Date	Name	No. Cars Wanted	When Wanted	To be Placed	Car No.	When Located	Destination
1							
2							
3							
4							
5							
6							
7							
8							

A vote of thanks to the Press closed the proceedings.

